



Railway Time.

Marietta & Cincinnati Rail Road TIME TABLE.

On and after Nov. 8, 1872, Trains will run as follows:

Table with 2 columns: Stations and Times. Rows include Cincinnati, Marietta, and various intermediate stops with departure and arrival times.

TRAINS GOING WEST

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PORTSMOUTH BRANCH.

Table with 2 columns: Stations and Times. Rows include Portsmouth, Marietta, and various intermediate stops with departure and arrival times.

TRAINS CONNECT AT LOVELAND.

For all points on the Little Miami Railroad and at the Indianapolis and Cincinnati Railroad Junction for all points West.

W. W. PEABODY, Master of Transportation.

BALTIMORE & OHIO RAILROAD.

Great National Short Line Route East and West.

Only Direct Route to the National Capitol and Eastward.

On and after Monday, November 19, Trains will run as follows:

Table with 2 columns: Stations and Times. Rows include Cincinnati, Marietta, and various intermediate stops with departure and arrival times.

TO SHIPPERS OF FREIGHT.

This line offers superior inducements to shippers of freight, and lowest rates for all goods shipped by rail.

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This line offers superior inducements to shippers of freight, and lowest rates for all goods shipped by rail.

EMIGRANTS TO KANSAS.

For the purpose of establishing themselves in new homes, will have liberal discount made in their fares by this line.

COLONISTS AND FAMILIES.

Such comforts and accommodations as are presented by no other route.

Railway Time.

"BEE LINE."

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

On and after MONDAY, May 28th, 1871, Express Trains will leave COLUMBUS and CINCINNATI and arrive at points named below, as follows:

Table with 2 columns: Stations and Times. Rows include Cincinnati, Columbus, Cleveland, and various intermediate stops with departure and arrival times.

Palace Day Sleeping Cars.

No. 1, leaving Columbus at 4:30 p.m. has a Through Car for Delaware for Springfield reaching Springfield without change at 7:30 p.m.

OHIO & MISS. RAILWAY.

Is the Shortest, Quickest and only Road running its entire trains through to

ST. LOUIS AND LOUISVILLE WITHOUT CHANGE.

Our arrangements and connections with all lines from St. Louis and Louisville are perfect, Reliable and complete for all points

WEST & SOUTH

This is the shortest and best route to Kansas City, Leavenworth, Atchison, St. Joseph and to all points in Missouri, Kansas and Nebraska.

Through Tickets and full information as to time and fare, can be obtained at any R. R. Office or at our office in Cincinnati.

E. GALLUP, Gen. Pass. Agent, ST. LOUIS.

W. B. HALE, Gen. Pass. and Ticket Agent, ST. LOUIS.

Indianapolis, Cincinnati & Lafayette Railroad.

GREAT THROUGH PASSENGER RAILWAY To all Points West, Northwest and Southwest.

THIS IS THE SHORT LINE VIA INDIANAPOLIS.

The Great Through Mail and Express Passenger Train, leaving Cincinnati at 7:30 A. M., for St. Joseph, Denver, San Francisco, and all points in Missouri, Kansas and Colorado.

The shortest route to Indianapolis, Lafayette, Terre Haute, Cambridge City, Springfield, Peoria, Burlington, Chicago, Milwaukee, St. Paul, and all points in the Northwest.

The Indianapolis, Cincinnati and Lafayette Railroad, with its connections, now offers passengers more facilities in Through Cars from Cincinnati, having the advantage of Through Daily Cars from Cincinnati to St. Louis, Kansas City, St. Joseph, Peoria, Burlington, Chicago, Omaha, and all intermediate points, presenting to Colonists and Families such comfortable accommodations as are afforded by no other route.

Through Tickets and Baggage Checks to all points.

Trains leave Cincinnati at 7:30 A. M., 3:00 P. M., and 9:00 P. M.

Tickets can be obtained at No. 1 Burnet House, corner Third and Vine Public Landing, or at the Depot, corner Third and Pearl Streets, Cincinnati, O.

Be sure to purchase tickets via Indianapolis, Cincinnati and Lafayette Railroad.

J. C. LORR, G. L. BARRENGRE, Chief Ticket Clerk, Master, Transportation, Cincinnati.

Columbus & Hooking Valley Railroad.

On and after December 10th, 1871, Trains will run as follows:

Table with 2 columns: Stations and Times. Rows include Cincinnati, Columbus, and various intermediate stops with departure and arrival times.

TO SHIPPERS OF FREIGHT.

This line offers superior inducements to shippers of freight, and lowest rates for all goods shipped by rail.

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EMIGRANTS TO KANSAS.

For the purpose of establishing themselves in new homes, will have liberal discount made in their fares by this line.

COLONISTS AND FAMILIES.

Such comforts and accommodations as are presented by no other route.

TICKETS CAN BE OBTAINED AT THE PRINCIPAL

General Passenger Agent, St. Louis, MO. R. E. KETTER, Eastern Passenger Agent, Indianapolis, IN. JOHN E. SIMPSON, General Superintendent, Indianapolis, IN.

Business Cards.

ATTORNEYS.

D. B. SHIVEL, ATTORNEY AT LAW, McARTHUR, OHIO.

Will attend promptly to all legal business entrusted to his care in Vinton and adjoining counties. OFFICE—in the Recorder's Office.

J. M. MCGILLIVRAY, ATTORNEY AT LAW, McARTHUR, OHIO.

Will attend promptly to all legal business entrusted to his care in Vinton and adjoining counties. OFFICE—in the Court House, Up Stairs.

O. T. GUNNING, LAWYER, McARTHUR, OHIO.

OFFICE—AT DRUG STORE, MAIN STREET.

U. S. CLAYPOOLE, ATTORNEY AT LAW, McARTHUR, OHIO.

(Presiding Attorney of Vinton County.) Will practice in Ross, Vinton and adjoining counties. All legal business entrusted to his care promptly attended to.

HOMER C. JONES, ATTORNEY AT LAW, McARTHUR, OHIO.

OFFICE—1st door West of Dan, Will & Bros. Special attention given to the collection of claims.

CHARLES W. GIST, Attorney at Law and Notary Public, ZALESKI, OHIO.

Will attend all legal business entrusted to his care. Supply of Blank Deeds and Mortgages always on hand. OFFICE—No. 11 West Village Bridge Street.

HOTELS.

MERCHANT'S HOTEL, PORTSMOUTH, OHIO.

J. W. VARNER - Proprietor. This Hotel is in the most convenient part of the city—on Front Street, between Market and Jefferson.

AMERICAN HOTEL, Corner High and State Streets, (Nearly Opposite State House) COLUMBUS, OHIO.

E. J. BLOUNT - Proprietor. This Hotel is furnished throughout with all the modern improvements. Guests can rely on the best treatment and very low bills. Street Cars pass this Hotel to and from all Railroad Depots.

DEPOT HOTEL, CHILLICOTHE, OHIO.

M. MERKLE - Proprietor. This Hotel, a few feet from the Railroad Depot, where all travelers upon all trains can take meals, has just been greatly enlarged and thoroughly repaired, painted, etc., and is now in complete order for the reception of guests. Trains stop ten minutes for meals. \$25 TRIPS MODERATE.

ISHAM HOUSE, JACKSON, OHIO.

Dr. I. T. MOHMAN - Proprietor. This House, formerly the Isham House, has been thoroughly renovated, and is now fully furnished. Having superior facilities, everything will be done to make guests comfortable. Table always supplied with best marketables. Nicely furnished Rooms and elegant beds. Good Stables. Every effort made for the comfort of patrons. All charges moderate.

DRY GOODS, &c.

ESTABLISHED 18 YEARS

J. F. TOWELL, WHOLESALE DEALER IN DRY GOODS AND NOTIONS.

Front Street, Portsmouth, O.

J. F. TOWELL is agent for several Mills, and his house is headquarters for many desirable makes of Eastern Goods. All goods will be sold at the lowest possible prices.

Close Cash Buyers, First Class Time, Trade, Wholesale Dealers and Farmers are particularly invited to an examination of his stock.

MARBLE WORKS.

B. R. HIGGINS & BRO., Manufacturers of MARBLE MONUMENTS, TOMBS, STONES, MANTLES, FURNITURE, &c., &c., LOGAN, OHIO.

GOOD assortment of Marble constantly on hand. All kinds of Cemetery Work Done to order in the finest style.

AMERICAN SUBMERGED PUMP.

'The Best Pump in the World.'

Our Agents report over \$200,000 worth of property saved from fire this year by these pumps, being the most powerful force-pumps in the world, as well as non-freezing.

See October number, page 200, also the Free List, page 200 of the Am. Agriculturist. This paper never deceives the farmer. See notice in February number, page 4. Try one. If it don't do the work claimed, send it back and get your money, as we warrant our pumps to do all we claim for them on our circulars.

Send for circular or orders to the Bridgeport Mfg. Co., No. 25 Chambers St., New York.

As order for No. 1 Pumps secured an exclusive town agency.

No. 17-18.

ON MARRIAGE—Happy Relief for Young

Men from the effects of Errors and Abuses in early life. Manhood restored. Nervous debility cured. Impediments to Marriage removed. New method of treatment. New and valuable remedies. Book and Circular sent free, in sealed envelopes.

Address HOWARD ASSOCIATION, No. 3 South 3rd St., Philadelphia, Pa.

WINTER IS COMING.

BY ALEXANDER JOHNSON.

The yellow leaves are thickly strewn, O'er forest, field and fallow, The tall dead reeds stand aloof, In every marshy hollow. The trees are yellow, brown and bare, And drop with every nod, Their leafy vestures, near and far, Into the leafy ocean.

There's not a bird in all the land, Whose voice is tuned for song; But southward, fast on every hand, Their rapid flight they're winging. The wild geese sail far above, From north-lands are retreating, And gabbling out their words of love, Encouragement or greeting.

The squirrel, deep in leafy mounds, His nutty hoard is storing; The woodcock further in the ground, His sunless cave is boring. The day is balmy, clear and fair, The wild bees still are humming, Yet everything in earth and air, Knows well that Winter's coming.

The stubble fields are rustled brown, The corn fields still are yellow; The ripened fruits are hanging down, All juicy, rich and mellow. The earth puts on a withered look, Like slowly drying amber, And nature says in every nook, 'Twill soon be bleak November.

Koarse Shots.

It is a grate deal easier twew

be a philosopher after a man haz

had a warm meal, than it iz

when he don't know where he iz

going to git one.

Most men lament their condishun

in life, but there r phew, after all, who r superior to it.

Trying twew define love iz

like trying twew tell how yu

kum twew brake thru the ice; all

yu know about it iz yu fell in and

got ducked.

A week man wants as much

watching as a bad one.

A wize man never enjoys himself

so much, nor a phool so little, az when alone.

There iz a grate deal of virtew

in this world that iz like

jewelry, more for ornament than

use.

There are menny people who

not only beleave that this world

revolves on its axis, but they

beleave they are the axis.

Self-made men are most al-

wus apt to be a leetle too proud

of the job.

I think there iz az menny old

phools in this world, az there iz

young ones, and there is this

difference between them: the

young ones may outgrow their

pholly, but the old ones never do.

Marrying for beauty iz a poor

speculashun, for enny man who

sees yure wife haz got just about

az much stock in her az yu have.

—Josh Billings.

Overgrown Hogs.

There is not one single advantage

to be claimed in favor of big hogs.

There never was a monster hog

which did not make the man who

raised him pay for every pound he

weighed. They do not furnish an ounce of

meat gratis, but charge full price for

every atom of their carcass.—

When slaughtered, it takes a

long time to get one cool to the

marrow in the bone, and then

when the hams are put in salt it

is troublesome to finish them to

the centre. Four hundred live

weight is as large as hogs should

be, in order to make good bacon.

Beyond this size there is a loss

somewhere. Either the feeder,

butcher or consumer is cheated,

and as a general thing every one

who has anything to do with the

big hog will find, if he observes

closely, that they are not so

profitable as the smooth, nice

hog of 350 pounds weight. A

small head, with little, upright

ears, and legs and ears delicate

to perfection, are marks which

indicate the greatest amount of

food consumed; and it will al-

ways draw more readily the at-

The Horse Malady—How it

Affects a Man—What the

Commissioner of Agriculture

Says about It.

In the annual report of the

Commissioner of Agriculture,

there is an interesting and valu-

able article on the epizootic

apthæ which broke out in this

country in 1870. It says that

though no broken chain of evi-

dence concerning the source of

that outbreak is forthcoming, no

one acquainted with the nature

of the disease can for a moment

doubt that it was imported from

Europe. Though certainly pre-

valing in Central Europe for

nearly two centuries, it reached

Great Britain only in 1839, Den-

mark in 1841, and America in

1870. No atmospheric or cli-

matic changes would account for

such results. Diseases like in-

fluenza, which appear to be due

to such vicissitudes, sweep over

simultaneously; or nearly so our

continents and islands and even

islands in mid ocean; whereas this

is circumscribed for centuries by

a narrow sea or a well guarded

neck of land, and crosses only

when the victims are allowed to

pass. Moreover in each of these

cases a definite importation can

be traced. Cattle shipped from

an English port in August showed

signs of the disease when two

days at sea, passed through it

on the ocean and landed appar-

ently well, but conveyed it to the

stock among which they were

placed on their arrival in Can-

ada. Whether it spread from

this point, or whether there was

another importation, there is no

evidence to show. Its existence

was reported at Oriskany, One-

ida county, in September, about

the time of the State agricultural

show at Utica, supposed to have

been brought by Canadian cattle,

but subsequent inquiry has failed

to afford anything more than re-

port for this alleged origin. At

different times, from the 15th of

November to the 7th of Decem-

ber, it was brought into Dutch-

ess county by five separate droves

from Albany, which had been

carried East on the New York

Central railroad. It prevailed

extensively, and caused great

losses at Amenia, Pawling, South

Dover, Dover Plains and La

Grange. From Dutchess county

it was conveyed into Connecticut,

and spread widely in New Mil-

ford, Kent and Sherman. It was

also conveyed to the valley of

the Connecticut river, and spread

in the towns of Hadley, Hatfield,

Northampton and East Hamp-

ton. The disease was also con-

veyed to Brighton, Mass., and

spread extensively around Bos-

ton, at Concord, Ipswich, New-